

TOPIC Neuruppin Airfield17-29-1952
[Signature]

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

25X1

DATE OF CONTENT 28 July to 18 August 1952DATE OBTAINED [REDACTED] DATE PREPARED 17 September 1952

REFERENCES

25X1

PAGES 2 ENCLOSURES (NO. & TYPE) _____

REMARKS

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1. The following observations were made at Neuruppin airfield between 4 and 16 August 1952:

4 August. Between 10 a.m. and 6 p.m., individual MiG-15s took off from Neuruppin airfield heading east. A twin-engine plane dropped a sleeve target over the field at 5:56 p.m. and landed at 6:02 p.m. Three MiG-15s took off at 7:15 p.m. and landed between 7:30 and 7:45 p.m. According to local residents, a MiG-15 plane crashed over Lindow, damaged some houses and killed several persons.

5, 6 and 7 August. No air activity was observed.

8 August. Individual flights were made by MiG-15s. A jet fighter which towed a sleeve target flew over the town at 12:45 p.m. The plane was followed by two MiG-15s.

10 and 11 August. No air activity was observed.

12 August. Between 10 a.m. and 6 p.m., there was flying by MiG-15 and type-29 planes. At 6:25 p.m., a twin-engine plane with double rudder assembly crossed the field and dropped a sleeve target from a low altitude. The sleeve target was 10 to 12 meters long, about 40 cm in diameter and painted yellow and green with brown rings. At 6:27 p.m., two MiG-15s including one [REDACTED] landed at the field.

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13 August. Between 8 and 11:30 a.m., there was little flying mostly by U-2 planes. The U-2s had [REDACTED] rudder assemblies under the Soviet star. Two U-2s had the [REDACTED]

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14 August. Between 10 a.m. and 1:30 p.m., there was flying by sweptback jet fighters. The twin-engine plane again took off at 1:15 p.m. towing a sleeve target. Subsequently, two MiG-15s took off.

15 August. There was flying between 10 a.m. and noon by MiG-15s. A jet fighter towing a sleeve target took off at 10:30 a.m. heading east. Two MiG-15s followed in the same direction.

16 August. A twin-engine plane, 19 MiG-15 and type-29 planes, and 3 single-engine aircraft with radial engines were counted at the field. There was no air activity because of continuous rain.

Trucks observed at the field between 5 and 16 August [REDACTED]

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2. On 15 August, [redacted] were observed in the area of the field [redacted] that the order for the trip by these trucks was given by the Kech office. [redacted] was observed in a building at the field. 25X1 25X1
3. On 2, 3, 16 and 18 August, 22 MiG-15 and type-29 planes, 4 Yak-11s, several U-2s and 1 twin-engine plane were counted at the field. The [redacted] 25X1

On 30 and 31 July and 8 August, there was flying in elements of two and in formations of up to 8 planes. On 1, 6, 9 and 12 August, attacks on a twin-engine plane were simulated by planes flying individually and in formations of up to eight. Between 4 and 16 August, it was repeatedly observed that firing at a sleeve target towed by a twin-engine plane was practiced. On a day in the first half of August, planes flying at a high altitude practiced firing at a sleeve target towed by a type-29 plane. On 11 and 15 August, there was firing at ground targets and on 8 August, individual planes engaged in aerobatics. Night flying was conducted in elements of two and in formations of about 5 planes on 4 August and by individual planes on 5 August. Two shrapnel-proof aircraft revetments were almost completed on the northern edge of the field.

4. On the evening of 4 August, a MiG-15 plane crashed in the main street in Lindow next to the post office. Several persons were killed. According to local residents who had observed the accident, the plane tried to fly aerobatics.
5. Between 5 and 15 August, flying by MiG-15s, single-engine aircraft and a twin-engine plane was practiced almost every day. The MiG-15s usually flew in formations of 4 or 8 planes. Individual aerobatics were occasionally practiced. The single-engine aircraft usually flew individually and occasionally in elements of two. Firing at sleeve targets was repeatedly observed. The attacking planes usually flew in a line abreast formation of two to four planes.
6. Two rows each of five fuel containers were observed in the fuel dump in the southern corner of the field near the Klappgraben Ditch. The dump was surrounded by barbed wire and continuously guarded. **
7. An AA gun emplacement under camouflage with six 37-mm AA guns was northwest of the fuel dump between triangulation point 45.3 and the Klappgraben Ditch. ***
8. Between 9 p.m. and midnight on 19 August, night flying was practiced by individual planes. The alert flight was parked at the end of the runway even at night.

* [redacted] All of the aircraft [redacted] were previously observed. 25X1
 ** The location of the fuel dump is known.
 *** So far, only this AA gun emplacement with six 37-mm guns is known to exist at the field.

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